

Development Services

1775 – 12th Ave. NW | P.O. Box 1307 Issaquah, WA 98027 425-837-3100 *issaquahwa.gov*

May 10, 2016

Notice of Decision

APPLICATIONS:

Project No. PRJ14-00023

File No. AAS16-00006

PROJECT NAME:

Riva Townhomes Administrative Adjustment of Circulation

Facilities Standards

STAFF CONTACT:

Amy Tarce, Senior Planner

Development Services Department. 425-837-3097

amyt@issaquahwa.gov

APPLICANT:

Stacia Bloom

Core Design

14711 NE 29th Place, Suite 101

Bellevue, WA 98007

OWNER:

Gateway-Smallwood LLC

911 East Pike Street, STE 3114824 NE 95th St.

Redmond, WA 98052

REQUEST:

Application for an Administrative Adjustment of Standards (AAS)

to reduce the vehicular travel lane on Newport Way from 11 feet,

as prescribed in the Central Issaquah Development Design

Standards for Parkways, to 10 feet

LOCATION:

1900 Block of Newport Way, (See Attachment 1, Vicinity Map)

SUBAREA:

Central Issaguah

COMPREHENSIVE PLAN

DESIGNATION:

Multi-family Residential

PARCEL NUMBER:

2024069115

SITE AREA:

365,394 s.f. or 8.39 Acres

ZONING:

VR, Village Residential

DECISION MADE:

The Director of Development Services approves the Administrative Adjustment of Standards for Circulation Facilities associated with the Riva Townhomes Site Development Permit (File No. AAS16-00002) is based on the application and materials submitted on January 26, 2016 and Revised Site Plan, dated February 26, 2016.

ATTACHMENTS:

- 1. Vicinity Map
- 2. Project Narrative
- 3. Site Plan, Revised February 26, 2016
- 4. Public Comment and Staff Response

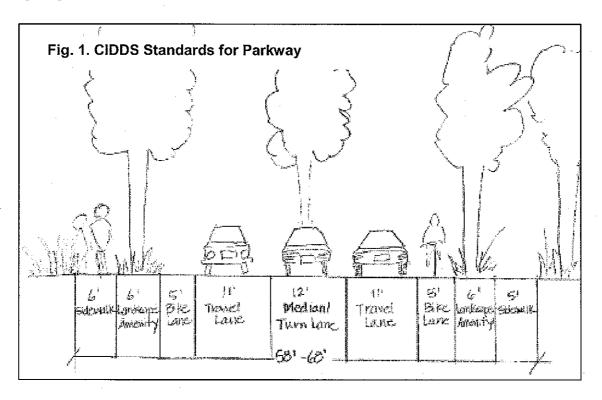
FINDINGS OF FACT AND STAFF ANALYSIS:

- According to CIDDS 1.1.E.1, The purpose of the Administrative Adjustment of Standards is to provide for flexibility in modifying the Development and Design Standards while maintaining consistency with the vision, goals and policies of the Central Issaquah Plan. The vision, goals, and policies within the Central Issaquah Plan are fixed, methods to implement can be flexible.
- 2. According to CIDDS 1.1.E.2, Scope, the Development Services Department (DSD) Director has the authority to make the final decision regarding Administrative Adjustment of Standards for all levels of review. The Director/Manager shall consider the application information regarding the approval criteria which has been provided by the applicant and any public comment which has been received within the comment period. The Director/Manager may request input from the Chair of the Development Commission during the comment period; however, this is not required. The Planning Director/Manager's decision on the Administrative Adjustment of Standards is final unless appealed. Appeals to a Level 2 Review Administrative Adjustment of Standards decision are made to the Hearing Examiner (further appeals to King County Superior Court).
- 3. According to CIDDS 1.1.E.3, Process, Administrative Adjustments shall be processed through the Level 0 process, except through a Level 2 process for setback reductions (from property lines), parking reductions, landscape reductions adjacent to residential neighbors and other elements determined by the Director. The AAS may be consolidated with companion permits or as a stand-alone decision. The Applicant has requested that this AAS be processed and reviewed as a stand-alone permit.
- 4. According to CIDDS 3.8, Development Review Process and Public Notice, a Level 0 Administrative Adjustment of Standards does not require public notice. However, since this AAS is associated with the Site Development Permit for the Riva Townhomes SDP15-00004, the public provided oral comments at the public hearing on April 6, 2016,

and written comments during the review period. One citizen spoke at the hearing and another provided written comments about the safety of narrower travel lanes.

Background on Adjustment from Standards for Parkways

Parkways are scenic arterials designated to move relatively high traffic volumes at medium speeds. The CIDDS specifies Parkways to provide street improvements including 2 travel lanes at 11 feet each, 2 bicycle lanes at 5 feet each, a center median at 12 feet, and a center turn lane at 12 feet (see Fig. 1, CIDDS Standards for Parkways), To keep traffic moving efficiently, longer block lengths are desired and driveways are limited. The Movement Zone (the area between the outer curb edge and the building façade dedicated to pedestrian traffic) includes landscape planters at 6' width, sidewalks at 6' width, and street lighting.



The Applicant is required to build frontage and street improvements of Newport Way, from the property line of the Riva project site to the gravel shoulder on the opposite side of Newport Way (Shown as the area in blue in Fig. 2, Newport Way Required Improvements). The proposed cross-section for Newport Way accommodates a wider shared use route than the prescribed 6-foot wide sidewalk in the CIDDS. The widths of the various elements of the Parkway were adjusted to also accommodate the existing 5-foot wide on-grade bike lane on Newport Way, a 12-foot wide center turn lane or 8-foot wide landscaped median.

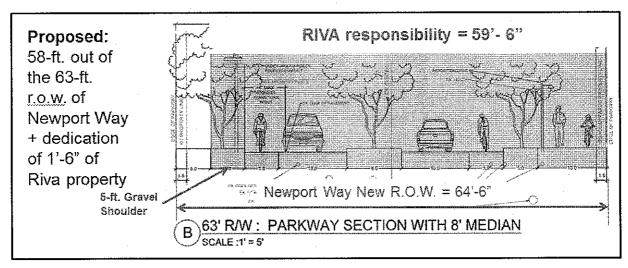


Fig. 2. Newport Way Required Improvements

The difference between the prescribed Parkway Standards and the proposed adjustment of standards are as follows:

| | CIDDS Standard (Fig. 4) | Proposed | Adjustment to Standard? |
|-----------------------------|----------------------------|----------------------------------|--|
| Travel Lane | 11 feet | 10 feet | Yes |
| Center Turn Lane/Median | 12 feet/12 feet | 12 feet turn lane/ 8 feet median | Yes, for landscape median* |
| On-grade bike lane | 5 feet | 5 feet | No |
| Planter for Street Trees | 6 feet | 6 feet | No |
| Sidewalk | 6 feet | 10 feet | Yes, accommodates bikes and pedestrians* |

*Note: The 4 feet of width reduction for the landscape median is compensated for by increasing the pedestrian path and adding a raised bike path within the safer zone for pedestrians. The intent is to attract less confident bike riders to opt for bicycling instead of driving to destination points in town.

Approval Criteria for Administrative Adjustment of Standards (CIDDS 6.3):

The Parkway may be configured differently than shown in the Classification Descriptions in CIDDS 6.4.H at the discretion of the Director, consistent with the intent of CIDDS. The Director has determined that the adjustment of the Parkway standards meets the criteria for an AAS, as follows:

a. Vision: The proposed road section is consistent with the intent of the standards for the Parkway together with the Mountains-to-Sound Greenway multi-use trail and City's

- Shared Use Route providing for a scenic arterial including bike lanes, landscaping and trail.
- b. Access: The proposed road section will not create any significant adverse impacts to abutting properties or rights-of-way and will improve access for vehicular ingress/egress at the intersection of NW Oakcrest Drive and Newport Way NW. The proposed wider sidewalk/bike lane will improve pedestrian and bike access along Newport Way.
- c. Compatibility: The proposed road section will provide the capacity, modes and character of both the Parkway standard and the Shared Use Route/multi-use trail. The bike lanes will be maintained in addition to the Shared Use Route, which will increase use of the Shared Use Route/multi-use trail by commuting and recreational bicyclists, and pedestrians.
- d. Sufficient Reason: In October 2015, the City concluded a citywide Pedestrian Crossing Study that included Newport Way. The Study recommended for the speed limit on Newport Way to be reduced from 40 miles an hour to 30 miles an hour. The City Council adopted the lower speed limit on December 21, 2015. The Crossing Study noted that a 10-foot wide travel lane encourages motorists to slow down and facilitates lower speed limits. The reduction of travel lane width supports City policy for improving pedestrian safety on Newport Way.
- e. Safety: The proposed adjustment of standards will not negatively impact public safety and operation. The reduced lane widths will minimize the pedestrian crossing distances on Newport Way NW. The proposed medians will be set back far enough from the intersection of Oakcrest Drive and Newport Way to provide adequate sight distance clearance for vehicles coming out the driveway of the Riva property and at Oakcrest Drive to get on Newport Way.
- f. Services and Maintenance: The width of both the travel lanes and the trail are sufficient for service and maintenance vehicles.
- g. Priorities: The proposed road section prioritizes non-motorized travel and provides the required elements of a Parkway and Shared Use Route/multi-use trail including the travel and bike lanes, landscaping to buffer the pedestrians from traffic.

CONCLUSIONS:

The requested Administrative Adjustments of Standards to the Neighborhood Street and Newport Way meet the criteria in CIDDS section 6.3. Therefore, the Director approves AAS16-00006, Riva Townhomes Circulation Facilities Administrative Adjustment of Standards with no conditions.

APPEAL OF DECISION

This decision can be appealed. Appeals of this decision shall follow the procedures set forth in IMC 18.04.250 (Administrative appeals) of the Land Use Code (as stated by Chapter 3.14 of the Central Issaquah Development and Design Standards), and shall be heard by the City's Hearing

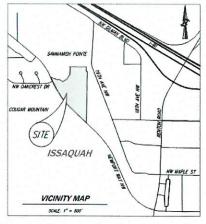
Examiner. A letter of appeal shall include the reason for the appeal and a filing fee, which is required of appeals. All appeals shall be filed with the City Permit Center by 5:00 PM on May 23, 2016.

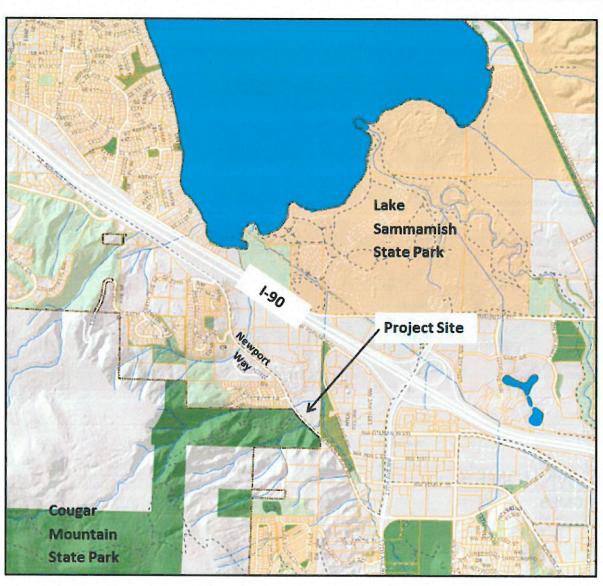
TIME LIMIT OF DECISION:

The final decision approving the Administrative Adjustment of Standards for the building setbacks is valid for three years as specified by IMC 18.04.220-C-5, or as amended by the Land Use Code.

Amy Tarce, AICP, Senior Planner

ATTACHMENT 1 VICINITY MAP SDP15-00004 Riva Townhomes





ATTACHMENT 2, AAS16-00006 Riva Townhomes

LAND USE PERMIT APPLICATION



Issaquah, WA 98027 425-837-3100 issaquahwa.gov

| This Section For Staff Use Only | | | |
|---|--|--|--|
| Permit Number: Date Received: | | | |
| Staff Contact: | | | |
| | | | |
| Type of Application: Administrative Adjustment of Standards | | | |
| PROJECT INFORMATION | | | |
| Name of Project (if applicable): Riva Townhomes | | | |
| Project Site Address: Smallwood - Lying NE'ly of of R/W of SE Newport Way | | | |
| Parcel Number: 202406-9115 | | | |
| OWNER | | | |
| Name: Gateway-Smallwood LLC | | | |
| Address: 14824 NE 95th St, Redmond, WA 98052 | | | |
| Phone: 425-646-4426 Email: | | | |
| APPLICANT | | | |
| Name: CHG SF, LLC, Aron Golden | | | |
| Address: 12600 SE 38th, Suite 250, Bellevue, WA 98006 | | | |
| Phone: 425-646-4426 Email: AronG@ConnerHomes.com | | | |
| CONTACT | | | |
| Name: Core Design, Kevin Vanderzanden | | | |
| Address: 14711 NE 29th Place, Suite 101, Bellevue, WA 98007 | | | |
| Phone: 425-885-7877 Email: KJV@CoreDesignInc.com | | | |
| | | | |
| PROPOSED PROJECT DESCRIPTION | | | |
| Please provide a brief description of the project. (Use an additional sheet of paper, if necessary.) | | | |
| AAS request to reduce the proposed Newport Way drive aisle lane widths from 11' to 10'. Please see | | | |
| the attached narrative. | | | |
| I certify (or declare) under penalty of perjury under the laws of the State of Washington that all application information, including plans and reports, are true and complete to the best of my knowledge. I understand the lead agency is relying on them to make its decision. | | | |
| Signature: Date: | | | |

PROJECT SITE INFORMATION

Legal Description: (Use an additional sheet of paper, if necessary.)

POR OF SE 1/4 OF SW 1/4 LY NELY OF NEWPORT ISSAQUAH RD (STATE RD #2) LESS E 22 FT OF N 80 FT THOF & LESS BEG NXN N LN SD SE 1/4 & NELY MGN SD RD TH S89-37-09E 447.5 FT ALG SD N LN TH S 46-26-13 E .72 FT TAP OF CRV TO R RAD 25 FT ARC DIST 21.45 FT TH S 2-43-47 W 112.51 FT TH S 31-02-31 W 108.48 FT TAP OF CRV TO R RAD 25 FT ARC DIST 23.15 FT TH S84-06-02W 5.92 FT TAP OF CRV TO L RAD 25 FT ARC DIST 16.12 FT TH S 47-09-48 W 41.03 FT TH N 65-04-18W 20.09 FT TH N 43-13-31 W 17.69 FT TH N 65-56-14 W 53.34 FT TH S 68-41-42 W 25.92 FT TH N 64-02-28 W 33

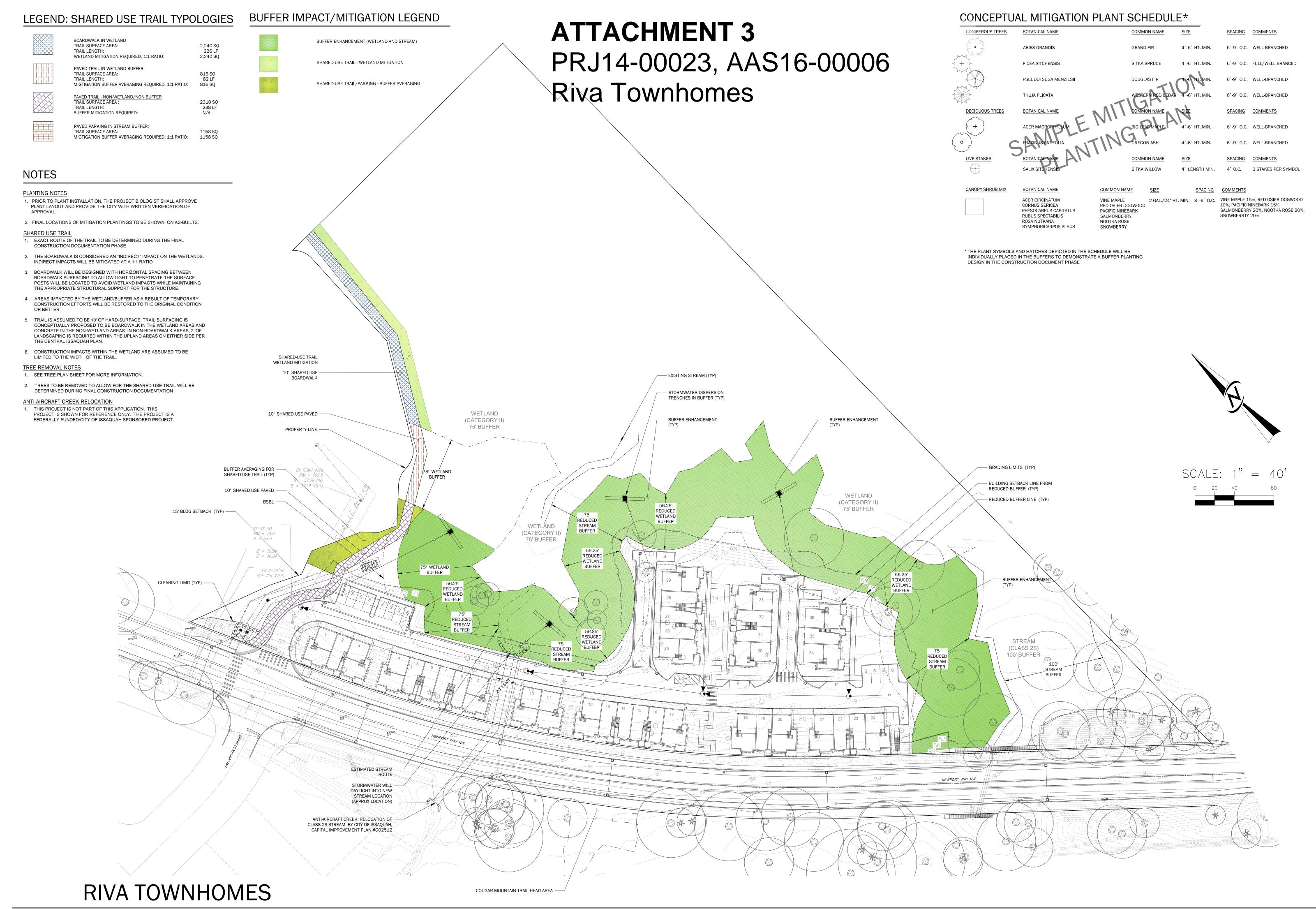
| Zoning Designation: VR Village Residential | | | |
|--|--|--|--|
| Land Use Designation: Multifamily Residential | | | |
| Subarea Designation: Newport | | | |
| Shoreline Designation, if applicable: | | | |
| Existing Land Use: The site is currently undeveloped | | | |
| Adjacent Land Uses North: Multifamily | | | |
| South: Undeveloped | | | |
| East: Cougar Mountain Park | | | |
| West: Commercial Development | | | |
| 365,394 SFT = Area in square feet: 8.39 ACRES | | | |
| Does the site contain any of the following environmentally critical areas? Check all that apply. | | | |
| Flood Hazard Area Landslide Hazard Area | | | |
| Streams Wetlands | | | |
| Steep Slope Hazard Area Coal Mine Hazard Area | | | |
| PROPOSED DEVELOPMENT STATISTICS | | | |
| Proposed Land Use: Multi-Family | | | |
| Density (multifamily only):76 (.75 Min.) | | | |
| Impervious Surface Ratio: .166 | | | |
| Pervious/Landscaping/Open Space Provided (in square feet): 304,789 | | | |
| Maximum Proposed Building or Structure Height: 42 ft | | | |
| Total Proposed Building Square Footage (Gross Area): 72,072 | | | |
| Proposed Setbacks Front: 0' | | | |
| 15' Bldg setback from | | | |
| Rear: <u>critical areas</u> | | | |
| Side: 0' | | | |
| Parking Spaces Provided: 87 | | | |

Riva Townhomes: Administrative Adjustment to Standards (ASS): Newport Way Drive Aisle Width

The Riva Townhome project is proposed to include 36 townhome units which includes a variety of circulation options including vehicular and pedestrian routes. An AAS is requested to the Newport Way Parkway Standards to allow the proposed Newport Way frontage improvement drive-aisle width to be reduced from 11 feet to 10 feet.

The proposal to modify the proposed drive aisle width is in accordance with the administrative adjustment to standards criteria as follows:

- 1. Vision: The proposed road section is consistent with the intent of the standards for the Parkway together and allows space for the Mountains to Sound Greenway multi-use trail which will serve to encourage the enjoyment and use of the scenic arterial including bike lanes, landscaping and trail.
- 2. Access: The proposed reduced lane width from 11' to 10' will not create significant adverse impacts to abutting properties or rights-of-way and will improve access for vehicular ingress/egress at the intersection of Oakcrest Drive and Newport Way NW.
- 3. Compatibility: The proposed road section provides the capacity, landscaped median, vehicular and non-vehicular travel modes and required characteristics of the Parkway Standards and accommodates room for the multi-use trail. The on-street bike lanes will be maintained in addition to the new biking opportunities provided by the multi-use regional trail which will encourage recreational and pedestrian uses of Newport Way.
- 4. Sufficient Reason: Due to site constraints along the corridor within and beyond the frontage, an adjustment of standards is necessary to maintain and develop a consistent road section.
- 5. Safety: The proposed adjustment of standards will not negatively impact public safety and operation. The reduced lane widths will minimize the crossing distances at the intersection of Oakcrest Drive and Newport Way NW.
- 6. Services and Maintenance: The width of both the travel lanes and the trail are sufficient for service and maintenance vehicles.
- 7. Priorities: The proposed road section provides the required elements of a Parkway and multi-use trail including the travel and bike lanes, landscaped median, and landscaped planting strip to buffer pedestrians from traffic.



ATTACHMENT 4, AAS16-00006 Riva Townhomes

From: Amy Tarce
To: "Jon Francis"

Subject: FW: Public Comment - RIVA Townhomes - AAS16-00006

Date: Monday, March 07, 2016 11:32:35 AM

Attachments: 67-foot.pdf 63-foot.pdf

Mr. Francis,

I'm sending the two drawings in the email response below as attachments because I just noticed that the texts are not legible.

Amy Tarce, AICP, Assoc. AIA Senior Planner City of Issaquah 425.837.3097 direct

From: Amy Tarce

Sent: Monday, March 07, 2016 10:56 AM

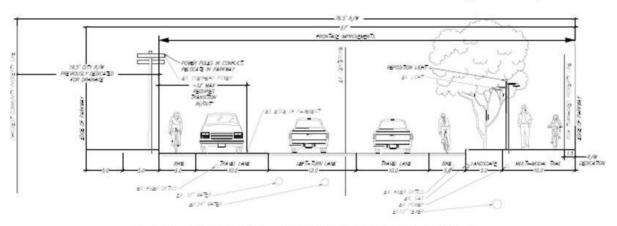
To: 'Jon Francis'

Cc: Lucy Sloman; Christopher Wright; 'KMP@coredesigninc.com'; 'slb@coredesigninc.com'; 'Aron Golden'; Denise Pirolo

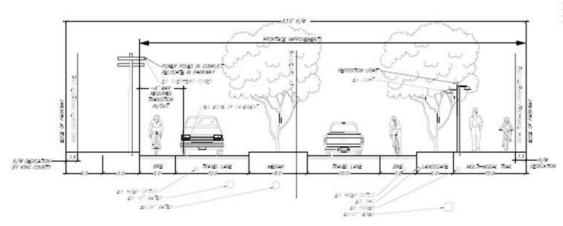
Subject: RE: Public Comment - RIVA Townhomes - AAS16-00006

Mr. Francis,

Thank you for submitting your concerns about reducing the width of the travel lane on Newport Way from 11 feet to 10 feet. I would like to clarify that this proposal for adjustment of standards involves adding a 12-foot wide middle turn lane on Newport Way to accommodate cars trying to make left turns into the existing driveways of developments along Newport Way, and leaving in the 5-foot bike lanes, on grade with the roadway, on both sides of the street. Landscaped medians will only be installed where center turn lanes are not needed. The new center turn lanes are meant to relieve the congestion along Newport Way due to cars queueing to enter the various properties while blocking through traffic, as currently happens. The 5-foot bike lanes on both sides of the roadway accommodates the extra 6-inch that you mentioned below, for larger vehicles. Below is a section of what Newport Way will look like, for two conditions, with a median planter and a center turn lane:



A 67' R/W: PARKWAY SECTION WITH 12' LEFT-TURN LANES



8 67' R/W: PARKWAY SECTION WITH 8' MEDIAN

I believe this would address your concern of not having enough room for cars to swerve around the main travel lanes. Reducing the travel lane to 10 feet is more consistent with the recent reduction in speed of traffic allowed on Newport Way, which was originally at 40 mph and reduced to 30 mph by City Council action. It also allowed us to accommodate a 10-foot wide sidewalk with bike lane along the side of the Riva property. The bicycle lanes at grade with the roadway accommodates commuter bicyclists who are comfortable riding next to cars, while the bike lane combined with the sidewalk accommodates children and other bicyclists who don't feel safe riding a bike with cars. In summary, the 10-foot reduction facilitates safer vehicle speeds, encourages more multi-modal transportation usage, and, with the added center turn lane and retaining the 5-foot commuter bike lanes, does not constrain vehicle movement.

I will include you to the Parties of Record for the Riva project so you will be apprised of the ongoing public review of the project, and any decisions made on this Land Use Permit.

Amy Tarce, AICP, Assoc. AIA Senior Planner City of Issaquah 425.837.3097 direct

From: Jon Francis [mailto:seajon@ymail.com]
Sent: Saturday, March 05, 2016 10:42 AM

To: Amy Tarce

Subject: Public Comment - RIVA Townhomes - AAS16-00006

Amy Tarce, Senior Planner City of Issaquah Development Services Department P.O. Box 1307 Issaquah, WA 98027

Dear Ms. Tarce:

My name is Jon Francis, and I live at 2345 NW Oakcrest Dr, Issaquah WA 98027. I am writing in regards to the RIVA Townhomes Project, and specifically AAS16-00006, regarding their request to reduce the vehicular travel lane on Newport Way from 11 feet, as prescribed in the Central Issaquah Development Design Standards for Parkways, to 10 feet. I also wish to become a Party of Record.

I vehemently oppose this request. The design standards were set up for a reason. With the parkway configuration, traffic is blocked on drivers left sides by the median. The only place to swerve and get out the way of an unexpected obstacle, such as a deer or a child, would be to the right. A mid-size SUV is a little more than 6 $\frac{1}{2}$ feet wide. Adding on the size of both side mirrors makes that another 16-20 inches, making the total wide almost 8 feet. With an 11 foot travel lane, it gives approximately less than 18 inches on each side of the vehicle. Shave off 12 inches for a 10 foot travel lane, and the driver of a mid-size SUV – not to mention the number of full size SUV's that travel Newport Way – has only six inches of leeway on each side.

My concern is where then will these vehicles go if they need to swerve at all? They will be forced into the bike lane next to it, potentially causing harm, injury and death to bicyclists traveling in their dedicated lane. The City of Issaquah cannot sacrifice safety, as they have for years on Newport Way, which has caused the death of a child and two dogs in a crosswalk, for the sake and profit of private developers. We need this extra room in the travel lane and the City should not allow this exception unless they want to show, once again, they value money over life.

Thank you for your consideration,

Jon Francis 2345 NW Oakcrest Dr Issaquah WA 98027 seajon@ymail.com